

EEC fisheries debate heats up SILKIN TAKES TOUGH LINE

MR. JOHN SILKIN, Minister of Agriculture, Fisheries and Food, warned last week that he would risk the wrath of the EEC and introduce conservation measures to protect fish stocks from marauding third countries.

If the EEC does not get an agreement within the next four weeks then we will go it alone, he told the Commons Select Committee, which is investigating the fishing industry.

Later, in the House of Commons, Mr. Silkin spelt out exactly how he would go about it. The four most urgent measures he proposed were: a ban on North Sea herring fishing; a restriction on the area in which Norway pout may be taken at the expense of white fish; strict control on catches and a ban on carrying nets of different mesh sizes on the same voyage.

These measures would be backed up by a licensing system.

While the EEC will be informed that action is needed urgently, Mr. Silkin made it clear that if an understanding was not reached soon, then Britain, under the Hague agreement, was entitled to go ahead on her own.

It was an impressive performance by Mr. Silkin, who was facing the Select Committee after only four months as Minister, and by Mr. Bruce Millan, Secretary of State for Scotland.

Mr. Silkin's go-it-alone statement was sparked off by some blunt questioning from Mr. Hamish Watt, (SNP, Banff), who warned that the stocks would be decimated if existing quotas continued.

Mr. Watt asked if the EEC had been 'dilettante' in forming a policy. It was a difficult problem to resolve, said Mr. Silkin. "There are big differences on conservation. We have all been rather slow", he added.

One of the problems with the EEC, pointed out Mr. Silkin, was that it did not have sufficient staff and it had not built up sufficient expertise. Britain had loaned scientists and technicians to the Commission, but there was still a divergence on the actual amount of fish available to catch.

The fishing industry had suffered, maintained Mr. Watt, by being tacked on to the Ministry of Agriculture and not a Ministry of Marine Resources. "It has been a tradition," replied Mr. Silkin, "and the Ministry has built up a long history of expertise."

"The present arrangement was perfectly satisfactory," added Mr. Millan. "With the Assembly Bill coming up, we wouldn't think of altering it."

In its attitude to the Common Fisheries Policy, Mr. Silkin again stated that the Government would be negotiating for a limit of no less than 12-miles variable in places out to 50-miles. Pressed about the position of the variable limits, Mr. Silkin declined to make these known in public.

With the fragmented nature of the fishing industry, Mr. Silkin was asked if he was getting a cohesive picture. Were distant water fishermen getting a better representation because they were more organised? Would it not be better if there was

one body like the National Farmers' Union to deal with?

"It would not be practicable to have a global body covering the industry," said Mr. Silkin. "Lots of organisations are not an inhibition."

Referring to the British Fishing Federation in particular, Mr. Silkin said he spoke to all interests together. "There are two fishing industries and I do not get an overweight of opinion from one side."

Asked if he was happy with the disintegrated set-up of the White Fish Authority and the Herring Industry Board, and if he planned to merge them, Mr. Silkin said: "Quite clearly it is under review. We are not yet in a position of finality."

When we are two must give the House of Commons an opportunity to debate it."

There was also the same disintegration within the Government, pointed out Mr. Watt, between DAFS, MAFF and the Foreign Office.

At present there is an unworkable situation, said Mr. Silkin. "Decisions taken by the EEC affect the outside world and therefore the Foreign Office is involved."

The Committee, led by Dr. Edmund Marshall, directed a lot of its attention to the protection of Britain's 200-mile limit. Trying to pinpoint the respective roles of the Ministry of Agriculture and the Ministry of Defence, Dr. Marshall wanted to know who made the decisions.

This was done on an interlocking basis, said Mr.

Silkin. We are still in a phasing-in period, but in wartime, we will be operating on a tougher basis with offenders next month.

The Committee was told that the level of protection was decided by the Ministry of Defence.

Pointing out that we were well in front of other countries when it came to protection, Mr. Silkin said that we were protecting 60 per cent of EEC fish stocks.

"It is unfair for us to have to shoulder the whole cost of this protection", he added. After some probing questions about the Ministry's intelligence centre set up to centralise information on foreign fishing effort, the Committee decided it would like to visit the centre that afternoon.



Anthony Crosland.

CROSLAND: do it step-by-step

WE CANNOT "gellop" towards a revision of the Common Fisheries Policy. It will take a long time to even settle an interim regime and we must not expect every Council meeting to produce a final result.

This was what Foreign Secretary, Anthony Crosland, told the House of Commons, last week, when he reported on the first EEC Council of Ministers meeting held in Brussels under British chairmanship.

Revision of the CFP must be taken in a deliberate step-by-step manner urged Mr. Crosland.

While the problems of going slowly were appreciated by Mrs. Winifred Ewing (SNP Moray and Nairn), she wondered if this was going to lead to a 50-mile coastal zone for our inshore fleet. To which she got the standard answer that Britain is aiming

for a 50-mile variable belt.

Conservation measures were only briefly discussed at the meeting, but it was agreed that Mr. Crosland, that Eastern bloc countries would again be worried about the level of their fishing. Only an authorised number of vessels will be allowed to fish and monitor status will have the task of enforcing the licensing system.

Mr. Crosland explained that the council would return to the subject of conservation measures when it met again in February 8.

Mr. John Davies (Cun. Knaresborough) asked if it would be possible for the Community to carry out a licensing system under which it would be able to identify vessels authorised to fish and those who are not. "There is certainly no 'ragged quality' about our inshore fleet," said Mr. Crosland. Some countries will be better off

than others to carry it out.

Deriving that the situation over fishing by third countries was urgent, Mr. Crosland added: "The amount of fish — certainly of some species — that has been caught by Soviet trawlers in the first month is at least equal to the quota for the whole three months."

The proposals on national licensing, said Mr. R. Nelson (Con. Chichester), would perhaps allow the Soviet bloc to link out of its responsibilities to recognise the Community and negotiate with Brussels, as we have been forced to do with Iceland.

The Community has grudgingly begun to power than Britain, stated Mr. Crosland. "However if the Community cannot enforce the number of trawler laying down, I would rather Britain did it unilaterally than that was not done at all."

'Poaching' pursuers

FOUR SKIPPERS from the top Scottish pursers fishing meckerel off the Cornish coast are due to appear in court at Helston on February 18 accused of infringing the Cornish three-mile limit.

Summonses taken out by the county council follow intensive night-time patrolling by the county authority's fisheries protection vessel Polara.

Golfic Ross and Golfic Moy, both of which have been discharging mackerel at Penzance, are referred to in the summonses.

Both are registered at Buckle on the Benliffshire coast. The main name in the summonses in connection with these pursers are David Andrews and Forbes Cameron.

The others summoned are Andrew Tait of Chris Andra and Robert Tait of Cornade, both of which have been fishing out of Plymouth.

All four intend to plead not guilty to the summonses which have been taken out under the Sea Fishing Protection Regulations Act of 1966. Under this law, Cornwall has the right to make inshore fishing by-laws.

Until this month, the maximum penalty was £50, but the new Fisheries Limits Act has raised this to £1,000, plus possible confiscation of gear and catch.

Big trawler 'pair-up' is paying off

FLEETWOOD'S latest bid to use large trawlers for pair fishing received a fillip last week when the sister-ships *Armona* and *Novena* returned to port with a combined total of more than 1,400 kits which sold for £41,683.

Skipper Bill Taylor was in command of *Novena* while Skipper Bernard Birley was in charge of *Armona*. The stern trawlers had worked off the north of Scotland.

Alan Marr, chairman of the owning company, J. Marr and Son Ltd., said: "The results of this latest trip are much more encouraging than the first. While the grossings are only around the break even point, and might be below it, there were factors which cut across the trip."

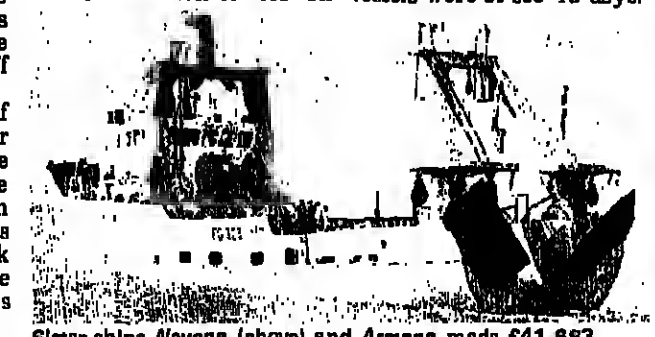
"The ships had to contend with bad weather and the pair lost fishing time when *Novena* had to break off to tow the Scottish trawler *Arctic Reiver* into Lerwick with engine trouble."

"Given a sporting chance — with the circumstances taken into account — each ship might have had a 1,000 kit catch."

Novena and *Armona* had worked the White Sea on

their first experimental voyage, but returned with only small catches which resulted in changes in technique and design which obviously appear to have paid off for the stern trawlers.

Novena landed 643 kits, including around 600 of cod and 130 of haddock, while *Armona* had 792 kits, including more than 600 of cod and 110 of haddock. The vessels were at sea 18 days.



Sister-ships *Novena* (above) and *Armona* made £41,683.

COMMENT

AT LAST the fishing industry looks as if it might get the man it deserves. After just four months as Minister of Agriculture, Fisheries and Food, Mr. John Silkin has started to strike the right note in the rarified atmosphere of Westminster and Brussels.

By threatening unilateral action to protect British fish stocks — if the EEC doesn't get a move on and control foreign fishing effort off our shores — Mr. Silkin is talking in the way fishermen understand.

After the ineffective affability of Fred Peart, his predecessor, Mr. Silkin is beginning to show here as a tough talker — something he is already renowned for in Brussels.

While Mr. Silkin's stand has been widely commented on in the national press as part of an internal struggle with the Foreign Office, the politics of the situation are irrelevant to fishermen, as long as somebody is fighting on their behalf.

Always likely to cause an international incident, fishing is something of an embarrassment to the Foreign Office. This is why it pussyfoots when it comes to protecting fishing interests. It would probably suit the Foreign Office better if there were no fish left to fight over.

If Mr. Silkin wants more evidence to back his move to control foreign fleets he need look no further, this week, than to sprat fishery off North Shields.

This prolific stock has broken up and made off early. And this is where the might of the Russian fleet has been assembled over the last few months.

fishing news

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Published weekly.
Postal subscription rate: 25 per annum
£8.50 overseas
Registered as a newspaper at the Post Office.

110 FLEET STREET, LONDON EC4A 3JF
Telephone: 01-463 3441

Danes pull fast one

THE GOVERNMENT has been warned to oppose although she has one of the smallest consumer markets, propose that the EEC should suspend all into fish meal and the food customs duties on certain fish processing industry companies fish species, including cod, for use in processing.

The British Fishing Federation says the proposals, by Denmark, would further weaken the EEC's negotiating hand with countries like Iceland and would not benefit consumers as most of the fish concerned would be for re-export.

Denmark catches more fish than any other EEC country,

the negotiations with third countries. Further concessions to countries like Iceland are ridiculous in the absence of any agreement with those countries, especially when they already enjoy highly favourable tariff reductions.

"As everyone in the European fishing industry knows with an 'open door' on imports it would be almost impossible to ensure that the fish coming in was only the species specified and would be used only in the processing industry."

"We have repeatedly pointed out that the EEC is not making sufficient use of the size, strength and stability

of the European market in the negotiations with third countries. Further concessions to countries like Iceland are ridiculous in the absence of any agreement with those countries, especially when they already enjoy highly favourable tariff reductions.

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EEC aim is to cut fleet

CURRENT EEC plans for restructuring the European fleet now centre on the decommissioning of vessels. This was stated in a reply to Torbay MP, Sir Frederic Bennett, who had sought clarification on the position from MAFF.

In his reply Edward Bishop, Minister of State, said that while some member states favour scrapping incentives which have in some cases been linked with replacement aid, such a link is no axiomatic.

"Our information is that much current emphasis is on decommissioning alone," wrote Mr. Bishop.

Aids designed to improve the structure of fishing are of course compatible with Community principles, and member states can pursue measures they deem most suitable to their own circumstances and policies.

"The long-established UK approach, which has commanded widespread support over the years, has been to

assist the improvement and modernisation of existing vessels together with the construction of new ones, leaving the question of the deployment of individual vessels, irrespective of age, which is only one of a number of relevant factors, to be determined against purely commercial criteria.

"It would be inappropriate for me to comment about the effectiveness of policies pursued elsewhere. But I understand that some scrap and replacement programmes have generated certain structural problems of their own.

"One has in mind in particular the increased difficulty young people, or others of limited means, may encounter in acquiring their first vessel or progressing by judicious exchange.

"No system is entirely perfect. Whether our arrangements will need to be altered in order to adapt to the changes occurring in the industry is one of the many factors being covered by the consultative programme."



The Fleetwood nearwater trawler David Wilson, seen leaving Fleetwood last Sunday for Canada.

TOP TRAWLER SETS SAIL FOR CANADA

FLEETWOOD has lost one of its most successful nearwater vessels with the sale to Canada of the 108ft. David Wilson which left the port last week bound for Vancouver. She is to work as a carrier for purea seiners catching herring and salmon.

The vessel is owned by Mr. Jim Wilson and managed by the Hezeel Fishing Company. And she went off last week accompanied by some straight talking about the frustrations caused by Department of Trade stability rules which played a big part in the decision to sell the vessel.

Mr. Wilson said: "It was a soul-searching decision to let the vessel go — made with every reluctance."

"The ship was built in Appleton in 1961 to the highest specifications. She was one of the rare ships in her day to have a stability booklet and has always been a very fine vessel. Then the Department of Trade and Industry introduced new legislation dealing with stability. No one in the fishing industry, and certainly not myself, could possibly be against improved safety in ships."

Mr. Wilson went on to say that the last few months have been a constant worry. "We have battled hard to meet every requirement of the new legislation. Thousands of pounds have been spent on the ship. It was decided that weight had to be taken off the ship. The ship's boat was removed and replaced by an inflatable, wooden fishroom boards were removed and replaced by their aluminium counterparts. With the approval of Lloyd's all excess equipment was taken from the ship to save weight."

"So we made many changes in a ship which was considered a fine sea ship by the men who sailed in her. But the department places severe restrictions on the amount of ice and fish that could be taken aboard, which made it all the harder to keep her an efficient fishing unit. Yet no sooner had one thing been done than we were told that there was something else. "It would be absolutely wrong to think that the ship could not eventually comply with every facet of the regulations. Eventually it would have been done, right

'frustrated by new safety measures'

down to the last decimal point. Throughout her working life she had met Lloyd's A1 requirements and there has never been a complaint about her stability by the men who sailed in her.

"But the frustration, expenditure and time that resulted from the application of these new regulations went on and on. At that time I received an offer from the Canadian company, and decided to accept it and to look around for a Fleetwood replacement."

"I suppose in some ways we were beginning to see the light at the end of the tunnel

but there was no guarantee that having done one thing another would not be required by the department. Because so much depended not only on the new regulations but on the interpretation of the regulations by individual inspectors."

Before the new legislation came in, there had been an assurance that it would be a smooth procedure. "They were way out on that one," said Mr. Wilson. "Somewhere along the line there has been a breakdown between the administrators and the people in the industry who have to make practical application of the new legislation. It is time there was a get together."

Top ship

Skipper John Hawks has been in command of the David Wilson for seven years during which she has frequently been top ship in her class. He said last week: "I have never sailed in a better ship. There was absolutely nothing wrong with her

stability. The new regulations have been worked out by me. I had never been to sea in my life. They have it all worked out on paper and in computers — and I'm not a computer."

"Every time the firm has completed one thing they have produced something new to be done. The department limited the amount of fish she could carry to 42 boxes. Yet I have had a much as 800 kit aboard her out season fishing and she behaved perfectly. Fishermen as good and experienced as these I had do not put their trust in a vessel that is a sea-sickness."

"They can build in sea safety and stability but there is into a ship and it is not handled properly in sea will produce circumstances that will put her in trouble."

Skipper Hawks added: "I had every confidence in David Wilson. I have had her in a Force 10 and she has been as good as any ship. It is a crying shame that she is going because of red tape."

Pair trawl blow

PAIR TRAWLING has been outlawed off Northumberland and Tyne and Wear. Appeals were being considered by Scottish fishermen following a case of Newcastle Crown Court last week, when nine Scottish trawler owners and a fishing company failed in their appeal against conviction at Alnwick Magistrates Court for using an illegal method of trawling on February 17 last year.

They were each fined £40 at Alnwick. As a result of the case, pair trawling for apron and herring was declared illegal, within the 3-mile limit.

The result is that further prosecution will be brought against skippers, most of them Scottish, who have been using the pair trawl method of fishing in the Northumberland inshore waters.

The appellants were Alexander Davidson, Andrew Strachen, Andrew Cordner, Charles McLean, Arthur McLean and William McLean, all of Peterhead; John and Ian Scott and

James Scott, all of Gortonstown and the Caley Fisheries Group.

Mr. William Crawford for the Northumberland Sea Fisheries Committee, said that the three trawlers, Atlantic Star, Achilles and Aurelio were hauled in an 1891 byelaw by fishing within three miles of the Northumberland coast using the pair trawling method.

None of the trawler owners denied fishing using the pair trawl nor that they were within the three miles limit, but they claimed that pair trawling was not included in the 1891 act. Mr. John Horsburgh, fishery officer for the NSC said he found the boats pair trawling on February 17 and that the method has been used for the last 13 years off the Northumberland coast.

Prosecutions for pair trawling had only started last year following numerous complaints about lost fishing gear from the crab and lobster fishermen.

Mr. Crawford added that the byelaw prohibited two other forms of trawling using a beam and other boards and

the laws were to help conserve fishing stocks.

Mr. Alan Soville, senior scientific officer for the Scottish Fisheries Department, said pair fishing in inshore waters would have little effect on fish stocks.

"This three mile prohibition in Northumberland is almost meaningless for pair fishing conservation. For decade fishermen have been allowed to pair trawl and suddenly there are prosecutions said Mr. Soville."

Mr. Evan Duff for the appellants, said that the pair trawling was only developed in the 1930's and so was not mischief considering that the law was formed in 1891.

Judge Harold Hall dismissing the appeal said that the byelaw prohibited trawling without qualification. They were awarded against appellants.

Mr. Timothy Duff, the appellants' solicitor, said he is considering an appeal to the divisional court and the case is of considerable importance to the Scottish fishermen.

Herring industry faces collapse

THE SCOTTISH herring industry could collapse this year with the loss of 10,000 jobs, valuable exports and millions of pounds of capital investment.

This stark warning will be given to the Government this week by the Herring Buyers' Association.

Colpase is inevitable, it says, without clear guidelines on UK policy in the EEC so that the industry can plan its future.

The 70 members of the Herring Buyers' Association include Associated Fisheries, CWS, Findus, MacFisheries, Ross Group, Salvesen, and Youngs. The HBA will meet the Scottish Fishermen's Association in Edinburgh on Friday this week to formulate an approach to the Government.

Alan Bolt, chairman of the HBA, said this week: "The fishermen have made it clear to us that without a policy which demands conservation before all else, there is no

hope of a long term solution to the management of the north east Atlantic herring stocks. "The processors except this, but the harsh fact is that landings from the winter fishing are only about a third of the 1976 level and this puts the herring industry at great risk."

"We have to ask the Government to help us to establish the herring industry on a viable basis. Without this there is a clear possibility that the industry could fail in the current financial year."

"This would be a catastrophic year for an industry which is well organised in both catching and processing, and ideally positioned to supply the range of both commodities of finished foods to Britain, the EEC and the rest of the world."

If something is not done the industry will simply be given away to competitors in Eastern Canada and in Western Europe.

Herring Industry Board chief, Dr. W. J. Lyon Deen, reacted to the statement by saying: "The HBA has in no way exaggerated the very grave situation in which the herring industry is currently placed, and all engaged in it cannot but welcome the action that is sounded in the statement."

"In meetings the fisherman have had with the board over the past 18 months or so, there has been total agreement about the crisis which would face the industry were there not drastic action taken to conserve stocks."

"I have no doubt that the SFF will totally endorse the processors' claim that active steps must be taken to protect the loss of 10,000 jobs, £10 million in valuable exports and millions of pounds worth of capital investment in order to avert the immediate run-down of a protein food industry vital to Britain."

Dr. Deen, in giving evidence in December to members of Parliamentary Committee investigating the fishing industry, emphasised the extreme urgency of implementing a firm policy on herring fishing both in the North Sea and north-east Atlantic.

McTay wins steel seiner order

THE MERSEYSIDE yard of McTay Marine has won an order to build a steel seine netter for Skipper Ian Murray of Pittingreen.

She has been designed by James Miller of St. Monans whose yard, James N. Miller and Sons

Ltd., was recently taken over by McTay.

The vessel's hull will be built on the Mersey and her basic machinery fitted so that she can sail under her own power to St. Monans for fitting out.

Har hull lines will be similar to those of two vessels, Fisher Rose and Adelphi, built by McTay and Miller last year for skippers Robert Clark of Musselburgh and Peter Murray of Anstruther. But she will be slightly larger with a length of 75ft. 9in.

Liko those two vessels, she will have a transom and round bilge and will have water ballast tanks to maintain correct trim. Layout will be conventional, unlike that of Adelphi, which has her wheelhouse set on the after-end of the caslog.

Propulsion will be from a Caterpillar engine of 55bhp and other equipment will include Northern Tool and Gear winch, Rapp power block on a Hlab crane and Fishing Hydraulics rope reela.

Skipper Murray said that he feels that wooden and steel boats have equal advantages and disadvantages, but he has chosen a steel boat because they have more internal space. He said that McTay build a good steel boat.

Skipper Murray fishes with the wooden seine netter Ocean Triumph, which was built by the Miller yard about four years ago. He lands most of his catches at Aberdeen.

Kilkeel trawler beached

THE 75FT. Kilkeel trawler Jeannette, built by the Jonas Buckle yard in 1959, is a write-off after being driven ashore on Kilkeel strand.

A combination of high spring tides and southerly winds made entry to the harbour hazardous during the week.

When almost between the piers, the vessel was caught and driven towards the beach south of the harbour and flung above the high water mark, close to the cliff.

Sister trawlers and the Newcastle lifeboat stood by and Skipper Tommy Johnson and four crew members were taken off Jeannette.

Badly holed with open seams, she is still beached. New engines, installed only two years ago, have been recovered as well as some gear.

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Fishback to the last century — Lowestoft steam drifters which fished off Cornwall.

'YORKIES' ON MACKEREL

LOWESTOFT'S top earning trawler, the 121ft. St. Patrick, has been joined on the south-west mackerel grounds by another trawler from the same port — Boston Sea Ranger.

If they strike lucky and start to show a reasonable working profit, other vessels could be switched to the West-country, so ravaging the old pattern of East Anglian fishing craft hunting mackerel as an "extra" to the normal run.

Though in these times the reason is more likely to be firms looking to

"diversify" their operations with one eye on a future quota system coming into operation.

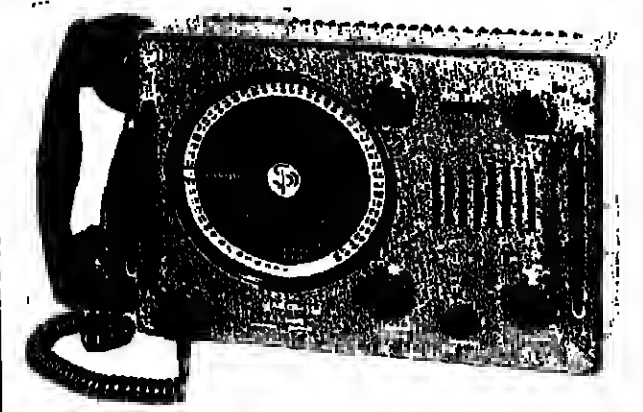
Over the centuries, and right up until fairly recent years, it was the custom of the East Anglian fleet to work their way round westward, following the path of herring shoals and also collecting a share of the mackerel off the Cornish coast.

It is unlikely, however, that any East Anglian crews visiting those old haunts will run into the sort of trouble which dogged Lowestoft fishermen at the end of the last century.

Tbay were stoned, oaked through the streets of more than one Cornish port, thrown into the sea and had to stand by helplessly while some of their catches were dumped back to the sea.

At one time oolans were put across Newlyn harbour to keep Lowestoft and Yarmouth smacks and trawlers from working on Sundays and, in another incident, troops and warships had to be sent for to halt the riots between Cornish fishermen and the "Yorkies" at the East Anglian fishermen were dubbed.

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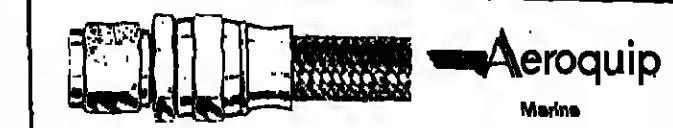
IN THE December 24/31 issue of Fishing News we published a photograph of the Meratone-4 fibreglass fish box being used in trials at Brixham. Due to a printing error, this photograph was published the wrong way up. We apologise for any confusion this has caused and show the photograph the right way round.

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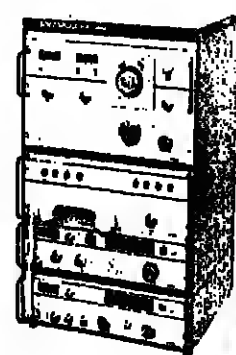
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Port getting to grips with the 'boozers'

TRAWLER owners and unions at Fleetwood are getting to grips with the problems of excess drinking at sea. Leading firms at the port have started having crewmen's bags searched before vessels sail.

Wyre Trawlers Ltd. was the first to begin the searches and it has been followed by Boston Deep Sea Fisheries Ltd. and the Hewett Fishing Co.

Dennis Bond, general manager of Boston's at Fleetwood, said: "Our searches are being carried out by ships' husbands and generally every co-operation is being given by the men. Only in very isolated cases has there not been co-operation."

"On one occasion we stopped one ship sailing because a man refused to join the vessel unless he could take drink aboard. On the same ship the crew would not sail because of the condition of one of the men who reported on board."

"Something has to be done to tackle the problem and we are trying to do it. It is difficult for drink and trawling have gone hand in hand for many years."

Alf Davies, district organiser for the TGWU, said: "We fully accept that something should be done. Attitudes and the climate have changed. The vast majority of our members want to go to sea to make a living and return in one piece. They always have done."

"Serious drinking aboard ships has always been a minority problem, but a dangerous one. It is right that it should be stamped out. "We are not entirely unhappy that the searches should be carried out by ships' husbands or watchmen. It should be done by someone in authority. "We would like the Department of Trade to make some strong directive

on the matter of searches to strengthen the legitimacy of the situation. It could be, too, that if they found that a man reporting to a ship was sober, but had a drink in his bag, that this might be impounded until the ship returns rather than him being stopped from sailing in that ship."

John Thain, chairman of the port disciplinary committee, said: "Firms are doing their level best to counter the problem. If a ship has to be stopped from sailing because of drink then it has been done."

"Stiff penalties have recently been imposed on men in matters concerning drink, with the offenders being banned from sailing from Fleetwood for long periods. I am sure that the word is out and we all hope this produces the right results."

Victor Buschini senior, trawler manager for the Hewett Fishing Co., said: "We want to clear out the

drinking problem in the industry once and for all. It has been a millstone round our necks for years. For a long time we were under the misapprehension that legally we could not carry out searches."

"Now the right atmosphere resulting from the recent trawler inquiry (that of the Wyre Victory) has given us the chance. One unfortunate aspect is that the quiet sorts who used to make half a bottle or so in sea for a quiet daily tot or for medicinal purposes will suffer because of the hotbeds."

Searches are not being carried out by the port's biggest firm, J. Marr and Son Ltd. Its Fleetwood manager, Jim Cross, said: "We are not sticking our heads in the sand over this. When agreement is reached we will participate and we also expect some recommendations from the findings of the Wyre Victory inquiry are made known."

Aberdeen firm wins Macduff harbour contract

THE ABERDEEN firm of William Tawse Ltd. has won a grant contract to improve Macduff harbour in Banffshire.

The firm's tender of £87,730 was the lowest received by Grampian Regional Council from 10 companies.

The work, which is hoped will start in May and be finished by September, involving refacing 711 metres of the north end of Shore Street Quay and the raising of some 150 metres of the pier at the Prince Royal Busin breakwater.

The raising of the breakwater is needed to protect vessels from heavy seas which break over the existing pier.

The Department of Agriculture and Fisheries for Scotland is contributing 50 per cent of the cost of the work. An application has been made for an £80 grant towards the project.

'SLUGGISH' MARKET KNOCKS BACK FLEET'S HOPES

A TOP grossing of £42,888 from a 27-day White Sea trip of 1,345 kits by BUT's Northern Reward (Skipper Wally Harris), on last week's Monday market, was the highlight of a rather disappointing seven days at Grimsby.

With the supply position still poor at just 16,000 kits landed, plus approximately 3,500 boxes from overland, owners had every right to expect better returns. But the demand was only fair and by the weekend salesmen were knocking down top quality cod, fetching around £40 per kit a week before, at just above £30.

Seven deep water trawlers landed a total of 8,252 kits - all local vessels on White Sea trips with the one exception of the two-year-old Faroese stern trawler Froyur (FD 350).

Captain Andreas Jensen however, must surely have

told Fishing News that Froyur had completed an 18-day Norway coast trip, which turned out 859 kits, including 680 of cod and 240 of haddock.

He was rather disappointed with the grossings of £31,088 and did not expect the 272-ton vessel would be directed back to Grimsby again in the near future.

Froyur is owned by Boston which secured the best kit average (at £32.39) of all last week's distant waters for the Faroese vessel.

Biggest disappointment, however, must surely have been that of BUT's Ross Kashmir - back from a 23-day White Sea trip with a haul of 1,553 kits, almost entirely of plaice. She seemed set to make a bumper grossing and Skipper John Roberts must have been dismayed with the final tally of £39,008 on a very slow market.

All other White Sea trips, including that of Northern Reward, were predominantly of codstuffs, but there were some good catches of haddock and redfish.

Falling demand hit the middle water trawlers equally. After Taylor's Kyoto (Skipper Johnny Decombe) had hit an average of £35.69 per kit on the Monday market following a 15-day Faroese/Westerly mixed trip of 372 kits which sold for £13,277, things got progressively worse.

BUT's Ross Lynx (Skipper David Cooper) snatched an early lead, as the markets began drifting down, with £19,054 from 745 kits, mostly of codstuffs, haddock and codley from another Faroese/Westerly trip of 15 days, but Taylor's Okino (Skipper "Snowy" McUlrich) narrowly outgrossed her on £19,111 from only 685 kits later in the week.

In spite of a slack market, big catch of codstuffs, approaching 600 kits, just gave Okino the edge after a 17-day trip and she held on even though Ross Jockal (Skipper "Paddy" McCarthy) with 300 kits, but including some 200 of dogs, 300 of haddock and only 160 of cod, made a determined effort to regain the weekly honours for the BUT camp on a dismal Friday market. Ross Jockal grossed £17,568.

EEC trading away our rights

SIR, The age old right of the British fishermen to earn his living from the sea was tied away with the Association Treaty. His future and that of his family rest on the pleasure of the alien Brussels-based Commission whose plans for his redundancy were first exposed by Fishing News.

To give these plans some presence of democracy a committee was set up to give them ratification. No representative of the British fishermen sat on the committee. One British MP was appointed but, according to the Working Documents, absented himself from the proceedings. This committee rubber stamped the Commission's proposals.

The contemptuous treatment our fishermen receive at the hands of our Ministers and our new European masters was instanced in Mrs. Winifred Ewing's letter (Fishing News November 19) revealing that a voting abstention by two British Labour MPs defeated a motion which called on the Council of Ministers to halt its anti-fishermen redundancy plans.

The excellent letters in the January 7 issue from the Sussex chief fishery officer and Mr. Leach of the Brighton fishermen spotlight on the

blind eye policy of our Government on quotas, its empty promises to the foreigner and its general policy of putting the British fishermen last.

There is no future for the British fishing industry under the bureauocratic overlordship of the EEC to whom the British fishermen is a political outcast, as loved by the most feathering politicians and officials as wars the kuleks by Josef Stalin.

F. B. Foreman, Assistant Secretary, Emsworth Harbour Fishermen's Federation Ltd., 74 Bosmere Gardens, Emsworth, Hants.

TWO CRANES and a dozen men were involved in a two hour operation on Wednesday last week to free an 85ft. steel-hulled fishing vessel which toppled from the slipway at Fraserburgh.

The new boat, not yet named, was seemingly too heavy and caused the orlade to collapse under her. Damage was caused to the slipway.

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'VALLEY' TO PAIR

THE eight-year-old Irish fishing vessel owned by Victor Chambers, Green Valley (N 20), arrived in Grimsby last weekend to begin a new career as a pair trawler from the south Humber port.

The 90-tonner has been bought by Volmar Nielsen, the owner of the Bantry Fishing Co. Ltd. of Grimsby, who is also a major shareholder in Christine Nielsen (GY 298) which Skipper, and part-owner, Cliff Ellis operates so successfully from North Shields.

The partner for Green Valley has not been named.

MANX BOAT SINKS IN TWO MINUTES

THE 39ft. Manx-owned trawler Argo sank in two minutes on Wednesday last week.

The vessel, skipper-owned by Dick Messey of Kirk Michael, was white fishing about three miles off Laxey when he noticed the vessel was low in the water. After radiating for assistance from the nearby trawler Easter Morn, he took to the lifeboat. Argo sank in under two minutes in about 15 fathoms of water.

Weather hits Milford landings

MILFORD Haven trawlers returned to port last week after trips hit by bad weather. Rosevear (Skipper Alex Simpson) had to prolong her trip to 15 days before returning with only 136 kits, but the catch met an excellent market and sold for £5,378.

On the same day Georgina Wilson (Skipper Tom Smith) made £4,048 from 89 kits. Between them the vessels landed a total of 5 kits of haddock, 25 of cod, 20 of whiting, 110 of roker, three of turbot and brill, 20 of plaice and 10 of soles.

Judestar Gipsy (Skipper Jim Brodie) also broke the £5,000 barrier. She landed 125 kits which sold for £5,201.

On the following day Brenda Wilson (Skipper Rees Evans) made £4,587 from 120 kits. Two of haddock, 25 of cod, 15 of whittings 45 of roker, seven of turbot and brill, three of plaice and eight of soles were the vessel's main varieties.

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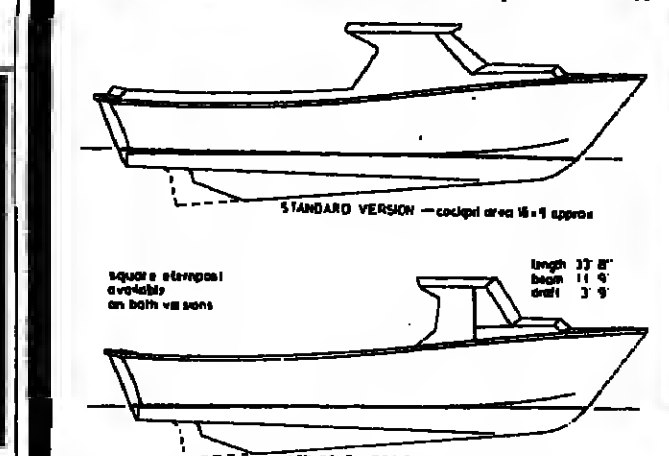
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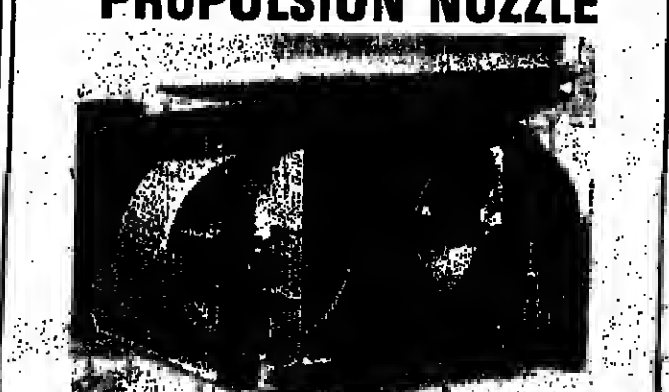
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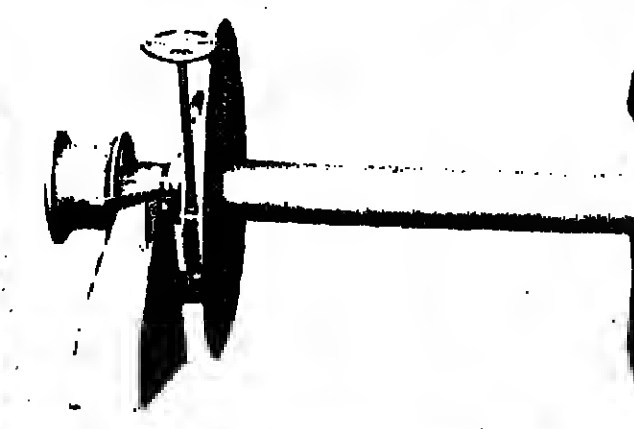
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THREE SUSPENDED

THREE deckhands were each suspended for 28 days by the Grimsby Port Disciplinary Committee last week after refusing to work almost as soon as the trawler Blackburn Rovers had left Grimsby for the White Seas grounds.

Brian Yull (38), Adrian Kirman (25) and Walter Dobson (28) claimed in defence they had only refused duty because there was so much bad feeling among the

TWO VETERAN Tweed salmon fishermen have decided to retire and to mark the occasion Thomas Dryden and Rees Simpson were presented with gold watches by the chairman of Banwick Salmon Fisheries Co. board of directors, Lambert Cermicheel.

Mr. Dryden became a Tweed fisherman 43 years ago at Haughfield fishery then moved to Gerda fishery when he was promoted to foreman in 1984. Mr. Simpson started at Varro fishery in 1948 and was appointed foreman at Whitesands 23 years ago.

Because of the trouble the owners, Consolidated Fisheries Ltd., ordered Blackburn Rovers to return on the evening tide the same day. As a direct result of the incident she was delayed four days.

A fourth seaman involved in the case who failed to appear, but requested a hearing in his absence, has been ordered to attend the Committee at a later date.

But fortunately for the it was in different story vessels which worked middle and nearby grounds. The pocket boat Rosamunda (Skipper B. Bauers) continued an excellent run of success by landing one of the biggest trips in months.

The vessel landed a total 283 kits, including 80 of cod, 35 of haddock, 55 of dogs and 10 of raker, which sold for £9,200.

For Wyre Conqueror proved a happy hunting ground. Skipper Bill Spence took the vessel to grounds which are worked by Fleetwood vessels and was rewarded with a quality catch of 748 kits, including more than 200 of cod, making £20,588.

On the following day Irina's sister-ship Luanda returned from the same area with 599 kits which sold for £17,515. Jim Cree Fleetwood manager for the vessels' owners, J. Marr & Son Ltd., said: "We have been putting off the evil day and now it's here."

"This is the crunch," he said. "The trips are going to have to be done if Fleetwood is going to survive. These big distant water ships must find somewhere to fish. If we don't send them they will be tied to the wall because there's nowhere else for them to go."

There were slightly better fortunes for the stern trawlers Gwynn and Jacinta who worked the same area before shipping back to the middle water grounds.

Gwynn landed 558 kits which sold for £13,787. Jacinta made £19,800 for 706 kits. Both vessels have more than 150 months of catches.

On Admiralty, War Office and R.N.L.I. Lists

1990

CUSHIONS TO SOAK UP OIL

A PRODUCT for dealing with oil pollution has recently become available. It is known as Drizit and is obtainable in the form of loose fibre or absorbent cushions containing the fibre.

To handle it resembles teased felt and when you put a handful or two on to oily water, it starts to absorb the oil straightaway. It absorbs no water and so, before long, you have gobs of the stuff saturated with oil floating on the surface — gobs which will not sink.

It is suitable, in loose fibre form, for putting under a fractured oil pipe or leaking coupling, or dealing with oil

spillage on solid surfaces, but I doubt if it is suitable in this form for, say, removing an excessive amount of oil from bilgewater; the gobs look as though they might soon choke pumps.

For bilgewater absorbent cushions filled with the fibre are the answer. Cushions are approximately 50 cm square and are covered with a material which allows oil to pass through it and be absorbed by the fibres. Each has an eyelet which enables it to be held in position wherever you want.

For dealing with major oil spillages in, say, the vicinity of oyster beds, Drizit is obtainable in sleeves about four metres long and 18 cm in diameter.

Covers of the sleeves are made of the same material as the cushions and they can be joined together by tapes to make hoops of any length. Loose fibres, cushions and sleeves are all obtainable from Peter Smailes Marine Ltd., 2 Bramble Road, Southsea, Hampshire.

KNOTLESS NETTING

ON DECEMBER 24, in reply to a query from a reader who was contemplating holding live aals in cages and wanted to know where to get suitable materials and components for making them, I mentioned two sources of supply in the south of England.

I have since heard that W. & J. Knox Ltd. of Kilbirnie, Ayrshire, the only manufacturers of knotless netting in the UK, has found it has advantages for making cages to hold fish of all species likely to be farmed and probably eels as well.

The company, which has been manufacturing nets and netting for 185 years to meet requirements of the constantly developing fishing industry has, therefore, formed a separate department to cater for special requirements of fish farmers.

According to the company's marketing director, the department has supplied

John Burgess' Log



Bottom watching

"I WONDER if you could help us with a problem?" There are large quantities of queen scallops in our district in 15-20 fathoms of water. They are in beds a quarter to half a mile long between rocky patches and weed from the rocks chokes the dredges.

"What we need is a method of surveying the seabed — on a TV screen or something similar. Do you know of any equipment which might be suitable for that purpose?" I regret to say that I

don't. But possibly someone who does will see this and suggest a solution to your problem.

ANY QUESTIONS? IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

navy to the rescue again

THE Royal Navy vessel to the rescue of a boat in eight days when the Scarborough trawler Conquest caught fire in the North Sea this week.

Conquest, with Skipper Bob Turner and a crew of John Rowley, Malcolm Ward and Brian Leak found themselves ablaze in the North Sea 10 miles north east of Whitby.

Their Mayday call was heard by Royal Navy helicopter protection vessels HMS Pinkerton and Brimble. They were first in the scene followed by the oil-rig boat Resolute. Other local boats were also alerted.

The navy stood by while engineer from Resolute led fire extinguisher aboard to quell the flames. Conquest limped back to Scarborough escorted by Whitby lifeboat.

"We would certainly lost her," said Larry M. prize skipper of Conquest who was out of the boat on the scene this week.

"These navy lads in their suit and it's a credit to know they're close by your in it up to your neck."

Conquest, owned by merchant Les Dowling, the skipper, only after fishing after Christmas following a nine-month stay while the American was removed and overhauled.

Lowestoft's harbour plan scrapped

FISHING SAFETY COURSE STARTS

THE SCHOOL of Mechanical and Offshore Engineering is holding a series of one and a half day safety and survival courses for fishing and merchant navy personnel.

This is the first time that this type of training has been made available to men serving at sea. It is scheduled to fit into their period ashore between trips and will run from Tuesday morning until Wednesday lunchtime.

The first course, which started this week, will be repeated each week if there is sufficient demand.

It includes training in the use of inflatable lifeboats, life jackets and associated equipment and will also cover medical aspects of survival at sea.

For further information telephone Lt. Joe Cross on Aberdeen 575620.

'POACHER' SAILS OFF

THE FIRST foreign skipper charged with breaking the new British fishery limit laws denied the charge at Lerwick on Monday.

Magnus Justesen, of the Faroese boat Durid, was alleged to have been around nine miles off the Shetland coast. Meanwhile, another skipper has sailed the boat away from Shetland while Justesen was released on £1,000 bail. She had 180 tons of herring aboard.

The decision had been taken so as to concentrate on the group's more successful offshore communications, servicing and portable building sections, he said.

At that time the firm said it had inspected a number of sites along the east coast and Lowestoft had been chosen because it could handle the giant barges used in oil work.

A statement issued by E.A.E. managing director, Mr. F. Holmes, said: "Due to retrenchment of the oilfield markets, particularly those related to the construction side of the business, we have decided to close down our plant at King's Lynn. And owing to lack of opportunity, we have been prevented from going ahead with the development at Lowestoft."

Lowestoft's Hamilton Dock and most of the fish processing area.

The proposals were strongly criticised at the time by Lowestoft trawler owners and fish merchants who said there was a serious risk of pollution from grouting operations. This could cost the industry up to £50,000 a year.

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The meeting, to be held at the Lord Nelson at Scarborough at 7 p.m. on Friday, February 4, will include proposed changes in the role of the FOS, fishing limits and quotas.

The local seal problem will be mentioned and those attending will have a chance to air their views.

PROTECTION CONTRACT

THE ABERDEEN ship-builder Hall Russell Ltd. has been commissioned by the Department of Agriculture and Fisheries for Scotland to design a new protection vessel.

The Department intend to commission the building of a new vessel later this year to replace Suiha which was built in 1948.

Jack Peyton with the 20ft. wooden rudder.

WHITSTABLE fishermen Jack Peyton made a straggle ootch in the Queen's Channel recently when a 20ft. long wooden rudder was towed up by his inshore boat Sheena.

Half of the 12in. thick blade has been eaten away by marine worms, but the massive bronze pintles are still perfect. The timber has been untouched by worm since the 2ft. long copper through-fastenings — proof that copper salts are toxic to marine life.

Local historian Wallace Harvey believes that the rudder comes from the East Indian ship Hindostan, wrecked in the Queen's Channel in 1800. However, this was only one of two such vessels wrecked there about this time.

The fate of the rudder is not yet decided, but it is hoped that the Maritime Museum at Greenwich will take over and carry out preservation work.

A PROCESSING GUIDE TO COD

PROCESSING Cod: The Influence of Season and Fishing Ground by R. M. Lova is the latest advisory note No. 71 from the Torry Research Station.

The leaflet discusses the seasonal variations in the quality of cod from different grounds and how this can affect chilling, freezing and processing.

It summarises what is known about the effects of ground and season so that the catcher and processor can recognise the signs that indicate

FOS boss to meet north east coast men

PRESIDENT of the Fisheries Organization Society, Lt. Cdr. the Hon. Greville Howard, is to meet north east coast fishermen. He will be accompanied by Ernie Hamley and Guy Stelman.

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Half of the 12in. thick blade has been eaten away by marine worms, but the massive bronze pintles are still perfect. The timber has been untouched by worm since the 2ft. long copper through-fastenings — proof that copper salts are toxic to marine life.

Local historian Wallace Harvey believes that the rudder comes from the East Indian ship Hindostan, wrecked in the Queen's Channel in 1800. However, this was only one of two such vessels wrecked there about this time.

The fate of the rudder is not yet decided, but it is hoped that the Maritime Museum at Greenwich will take over and carry out preservation work.

A PROCESSING GUIDE TO COD

PROCESSING Cod: The Influence of Season and Fishing Ground by R. M. Lova is the latest advisory note No. 71 from the Torry Research Station.

The leaflet discusses the seasonal variations in the quality of cod from different grounds and how this can affect chilling, freezing and processing.

It summarises what is known about the effects of ground and season so that the catcher and processor can recognise the signs that indicate

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likely to go on — this year, next year or sometime soon.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

242,387: Northern Reward, BUT (Sk. W. Harris), 1,345k, WS, 27 days.
239,002: Ross Koahm, BUT (Sk. J. Roberts), 1,583k, WS, 23 days.
235,087: Notta Forest, Consol (Sk. G. Mussell), 1,190k, WS, 24 days.
233,882: Crystal Palace, Consol (Sk. J. Hodson), 1,274k, WS, 25 days.
231,543: Rosa Kelly, BUT (Sk. E. Hall), 1,175k, WS, 24 days.
221,435: Boston Kestrel, Boston (Sk. C. Evans), 726k, WS, 24 days.

Middie water

219,111: Okino, Taylor (Sk. J. McUlrich), 685k, W, 17 days.
219,063: Ross Linx, BUT (Sk. D. Cooper), 745k, W, 15 days.
217,566: Rosa Jockal, BUT (Sk. P. McCarthy), 800k, W, 15 days.
216,518: Ross Leopard, BUT (Sk. J. Waddingham), 724k, W, 15 days.
214,431: Rosa Tiger, BUT (Sk. J. Colbart), 578k, W, 16 days.

North Sea

26,941: Tam Grant, Lindsay (Sk. A. Wraith), 214k, NS, 14 days.
25,001: Loveden, Lindsay (Sk. T. Oxtan), 158k, NS, 14 days.

Pair teams

211,162: Golden Venture (Sk. P. Pultrey), 404k, and 210,533: Jean Scott (Sk. P. Scott), 395k, both John R., NS, 13 days.

HULL

231,491: Benalla, Marr (Sk. J. Long), 1,011k, WS, 23 days.
228,118: Kingston Amber, BUT (Sk. J. Tripp), 1,010k, WS, 25 days.
228,698: Kingston Beryl, BUT (Sk. K. Shakesby), 932k, WS, 29 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from
Whitby Sea: Alderhol, Blackburn,
Rovers, Belgam, Boston, Com-
mauche, Boston Boing,
Northern Gift, Prince Philip,
Port Vale, Ross Romilies, Ross
Vodney, Vitorio, Vitorio,
William Wilbarforce, From

Farne and Westerly: Ernio,
Hunda, Kyoja, Ross Jager, Ross
Leopard, Ross Linx, Yesso.
Expected during the week from
Whitby Sea: Arctic Vandal,
Folstaff, Hammond Innes, Ross
Orlando, St. Germain, St. Giles.

PORT MARKETS

MONDAY, JANUARY 24

GRIMSBY

A poor supply of 2,551 kits from
seven vessels met a good demand.
Prices: shell cod, 23.40/24.20;
codling, 22/24; large haddock,
23.20/23.70; medium, 23/23.80;
small, 22.50/22.80; medium
pleice, 22.70/23; best small,
22.70/23; skinned large dogfish,
23.40; medium, 23.40; saithe,
22.20/22.40; rockfish,
22.40/22.90; lemon sole,
26.50/27; reds, 21.40/21.80; per
stone.

HULL

2,542 kits from two distant water
vessels. Price ranges per 100k kit:
heads on: shell cod,
23.80/24.85; (average 23.35);
shell codling, 22.90/23.45;
(average 23.1); shell haddock,
22.25/23.50; (average 22.75);
colley, 18/22.25; (average
20.20); bergylis, 115/21.50;

(average 21.75); pleice,

22.70/23.50 (average 22.25);
No distant water halibut, bulk
cod, soles or bulk haddock.

LOWESTOFT

Prices: soles, 21.50/21.80; alips,
21.40/21.00; large turbot,
21.40/21.73; small, 20.80/20; brill,
24.50/27; lemon sole, 25.00/27;
large pleice, 22/22.25; medium,
22/22.4; small, 22/22.5; cod,
23/23.8; codling, 22.8/23; dab,
21.3/22; whiting, 21.4/21.8; large
haddock, 23/23.8; small,
22.4/23; cutfish, 22; all per 100k
kit.

NORTH SHIELDS

Prices: cod, 22/24; small codling,
22/22.4; small, 22/22.5; cod,
23/23.8; small haddock,
21.50/21.80; small haddock,
21.50/21.80; round whiting,
21.75/21.80; pleice, 21.0/23; all
per 40kg.

227,161: Kingston Pearl, BUT (Sk. B. Turner), 817k, WS, 26 days.

215,416: Glen Carron, Marr (Sk. J. Taylor), 576k, F, 14 days.

213,782: Pindarus, BUT (Sk. J. Glasgow), 688k, S, 15 days.

213,072: Cedarlee, BUT (Sk. J. Campbell), 426k, WC, 12 days.

212,914: Rosa Curlew, BUT (Sk. R. Summers), 701k, S, 13 days.

211,118: Boston Kinsman, Boston (Sk. B. Beamish), 381k, NS, 13 days.

210,022: Bolby Queen, Talisman (Sk. W. Potts), 392k, NS, 13 days.

209,230: Suffolk Crusader, Smnll (Sk. A. Blowers), 357k, NS, 11 days.

209,230: Boston Sea Dart, Boston (Sk. A. Quattrill), 365k, NS, 13 days.

208,883: Fornham Queen, Talisman (Sk. B. Turrell), 395k, NS, 13 days.

208,867: Boston Shackleton, Boston (Sk. A. Jenner), 316k, NS, 10 days.

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